

**Minutes
Toll Bridge Advisory Committee
Meeting of August 16, 2002**

Advisory Committee

Mike Daley of the Sierra Club has been added as an environmental representative to the Advisory Committee.

Project Presentation

BART staff presented project proposals for 1) seismic retrofit of the BART system and 2) expanding the capacity of the current BART system.

BART staff provided an overview of BART's seismic retrofit requirements, including the retrofit of the Transbay Tube. A recently completed study identified seismic vulnerabilities of the Transbay Tube, aerial guideways and stations, examined retrofit techniques and estimated costs of retrofit strategies. For the Transbay Tube, the retrofit strategies recommended include:

- Micropile tiedowns for the tube
- Pile stitching
- Tunnel liners at the seismic joints in the tube
- Piles and collar protecting the S.F. ventilation structure
- Steel bracing for the Oakland ventilation structure

A number of other retrofit strategies were recommended for the stations and aerial structures throughout the system.

The total cost of the retrofit is estimated to be \$1.2 billion. Of that total, the retrofit of the Transbay Tube is estimated at \$285 million. BART is requesting \$200 million in toll increase funds to support the retrofit project.

BART staff further indicated that seismic retrofit of the S.F. ventilation structure is expected to significantly disrupt the operation of Golden Gate's ferry operations at the Ferry Building. It was stated that BART has had some initial discussions with Golden Gate regarding the disruption. Golden Gate staff indicated that the cost of the seismic project will need to include cost for the relocation of its ferry operations.

It is expected that the tube retrofit would take 2 to 3 years and the entire system retrofit would take 10 years.

In response to questions, it was stated that BART's planned ballot measure for bond funding for the retrofit program would raise adequate funds to retrofit the Transbay Tube and maintain operability for the core system. It was further stated that the toll funding

requested would be applied to the tube retrofit providing added funds to allow additional retrofitting to achieve operability for the entire system.

Bill Theile of BART provided an overview of BART's capacity enhancement program. BART recommended 7 projects to expand the capacity of its existing system:

• Pleasant Hill Crossover	\$15 M
• Advanced Automatic Train Control (AATC)	\$20 M
• New revenue vehicles	\$120 M
• TransLink® and Automated Fare Collection equipment	\$20 M
• Outer C-Line parking	\$30 M
• Station capacity improvements in Alameda, Contra Costa and San Francisco counties	\$50 M
• Engineering studies	<u>\$10 M</u>
	\$265 M

It was stated that the AATC project would add functionality to the improvements that BART has made to the AATC system to allow for added trains on the entire BART system. It was further stated that any purchase of new trains would need to be scheduled with a large train procurement, such as added trains for the San Jose extension. Therefore, a purchase of new trains would likely not be probable until 2009.

Committee members had a number of questions regarding BART's capacity enhancement schedule, summarized as follows:

- Concerns were raised that it was difficult to determine actual increases in ridership as a result of the capacity enhancements that BART was proposing. Therefore, it is difficult to assess cost effectiveness measures, such as cost/subsidy per new rider, for the project proposals.
- It was clarified that the station enhancement did not include transit access improvements, such as additional bus bays. It was stated that BART would be proposing additional project proposals to improve access to the BART stations.
- Based on questions, BART stated that the Pleasant Hill Crossover project was likely the most stand alone project that would increase capacity and not rely on any added improvements.
- It was commented that BART could fund some of the proposed projects with a parking charge at its stations. It was discussed that the toll increase legislation could include conditions to require parking charges as part of a funding package.

Ezra Rapport stated that based on his initial assessment, that the AATC, New cars, TransLink®/AFC, and engineering studies proposed by BART would have a system-

wide Nexus — meaning that these projects would have impacts on all of the bridge corridors.

Next Meeting

The next Advisory Committee meeting is scheduled for August 23, 2002. County Connection and Caltrans will provide project presentations.